

## **4.12 TRANSPORTATION/CIRCULATION**

For the issue area of traffic and transportation, the project's potential impacts are less than significant because they are extremely small in magnitude, localized in occurrence, and/or of temporary duration. This section briefly describes the Project's existing conditions and potential effects on onshore traffic and transportation.

### **4.12.1 Environmental Setting**

During the four to six weeks of shore-end activities, 10 to 20 workers associated with the Project would travel along Pecho Valley Road, most likely via Los Osos Valley Road, to and from the Sandspit Beach parking lot on Sandspit Road. Los Osos Valley Road is a major traffic corridor connecting the community of Los Osos to the City of San Luis Obispo and is able to support a higher quantity of vehicles. According to the County of San Luis Obispo Department of Public Works Traffic Volumes (2007), Los Osos Valley Road near Foothill Boulevard supported 14,781 average daily trips (ADTs) in the year 2006. The ADTs decrease in Los Osos, for instance Los Osos Valley Road east of Pecho Road supported 7,737 ADTs and Pecho Valley Road approaching Montaña de Oro State Park (south of Rodman Drive) supported 1,790 ADTs (San Luis Obispo County 2007). Also, the Morro Group (1999) documented 200 ADTs at Sandspit Road in the year 1999. Given the limited duration and small volume of traffic associated with Project activities, potential traffic impacts are clearly below the significance criteria.

### **4.12.2 Regulatory Setting**

The County of San Luis Obispo's Circulation Element in the County General Plan within the County Coastal Zone Framework for Planning and the Circulation chapters of the Estero Area Plan present the long-range circulation plans within the Project vicinity. Roadways with unacceptable levels of service are identified in the Area Plan, with recommended street or highway improvements. Also, the Regional Transportation Plan, which is prepared by the San Luis Obispo Council of Governments acting as the San Luis Obispo Area Coordinating Council, sets priorities for regional transportation improvement projects and is incorporated into the County's transportation plans.

## **Level of Service Criteria**

The operating conditions experienced by motorists are described as “levels of service” (LOS). LOS is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions, freedom to maneuver, driving comfort, and convenience. Levels of service are designated “A” through “F” from best to worst, which cover the entire range of traffic operations that may occur. Levels of service “A” through “E” generally represent traffic volumes at less than roadway capacity, while LOS “F” represents over capacity and/or forced flow conditions.

### **4.12.3 Significance Criteria**

For purposes of this impact analysis, significant impacts to transportation and circulation would occur if Project-related activities would result in any of the following:

- A reduction of roadway levels of service to less than level “C”;
- Would result in unsafe conditions on public roadways;
- Not provide for adequate emergency access; or,
- Would conflict with adopted policies, plans, or programs supporting alternative transportation.

### **4.12.4 Impact Analysis and Mitigation**

#### **Impact Discussion**

Up to 20 workers associated with the proposed Project would travel along Pecho Valley Road, most likely via Los Osos Valley Road, to and from the Sandspit Beach parking lot on Sandspit Road. A maximum of 120 additional ADTs (60 in the morning and 60 in the evening) would result during the four to six weeks of terrestrial operations. No lane closures or impedance of traffic flow would occur. No damage to traffic control systems would result. The proposed Project activities would not interfere with any existing alternative transportation programs. Given the limited duration and small volume of traffic associated with proposed Project activities, potential traffic impacts would be less than significant (Class III).

## **Mitigation Measures**

Because impacts would be less than significant (Class III), no mitigation measures are required.

## **Rationale for Mitigation**

No mitigation required.

**Table 4.12-1. Summary of Transportation and Circulation Impacts and Mitigation Measures**

<b>Impact</b>	<b>Mitigation Measures</b>
Impacts less than significant (Class III)	No proposed mitigation measures

### **4.12.5 Impacts of Alternatives**

The CEQA Guidelines emphasize that a selection of reasonable alternatives and an adequate assessment of these alternatives be presented to allow for a comparative analysis for consideration by decision-makers. Two alternatives are discussed for this EIR: 1) No Project Alternative, and 2) Cable Re-route/Maximum Burial Alternative.

#### **No Project Alternative**

This alternative would not generate new traffic to the Project area. Thus, there would be no traffic or circulation impacts associated with this alternative.

#### **Cable Re-route/Maximum Burial Alternative**

This alternative would not result in added traffic impacts due to its added marine component. The onshore portion of the proposed Project would be similar under this alternative. Thus, this alternative would result in impacts similar to the proposed Project with respect to transportation and circulation.

### **4.12.6 Cumulative Projects Impact Analysis**

This Project is anticipated to begin onshore construction in late first quarter and early second quarter of 2009. Onshore activities are expected to take up to six weeks to complete. The highest Project-generated traffic would occur during the landing and pulling of the cable through the conduit system. As discussed above, the project would not generate a significant impact to the study area and no significant new traffic would

1 be generated once construction is completed. Other projects are not expected to  
2 cumulatively result in traffic impacts. Projects such as the Morrison Minor Use Permit  
3 could be implemented during the Project terrestrial activities but would add minor traffic  
4 increases due to its relatively small-scale development of an equestrian facility. Other  
5 projects such as the Morro Bay Marina Renovation should not have a cumulative impact  
6 on traffic because this project is not scheduled to occur during the same time-frame. It  
7 is, therefore, determined that the Project would not generate a significant cumulative  
8 impact to the study area circulation and/or transportation.